

BookletChartTM

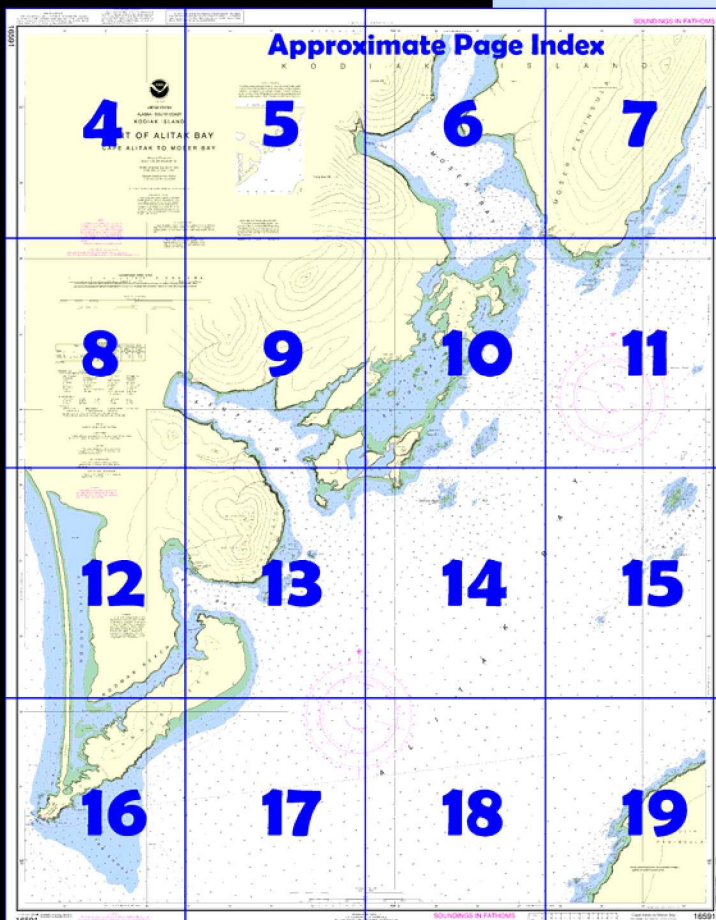
Part of Alitak, Bay Cape Alitak to Moser Bay

(NOAA Chart 16591)

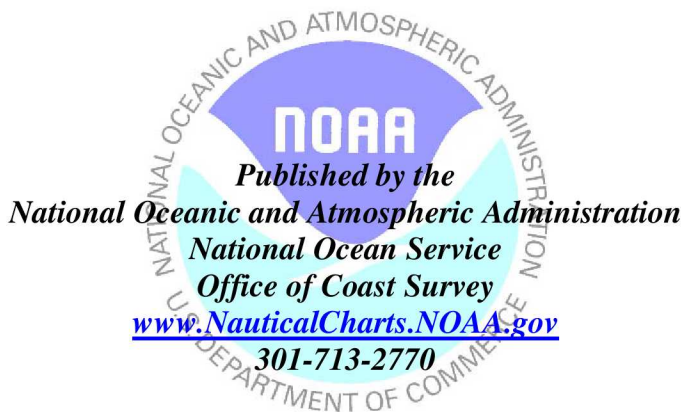


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

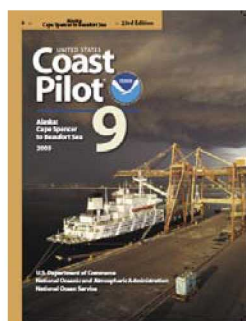
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 5 excerpts]

(513) **Lazy Bay**, 4 miles NE from Cape Alitak, is well marked by Twin Peaks and Egg Island on its N side, and some white rocky ledges close to its S entrance point. The shore S of the entrance is clear if given a berth of 0.4 mile with the exception of the shoal making off the SE side of Cape Alitak. (514) A cannery with a wharf, operated by the Columbia-Wards Fisheries, is on the N shore about 1 mile W from Egg Island. The wharf is 180 feet long with 30 feet reported alongside

the face. Water is available at the wharf, and the cannery has limited machine shop facilities. Diesel and fuel oils are stored in some quantity for cannery use. The cannery season is May through September. Caretakers man the cannery in the off-season. The cannery monitors VHF-FM channel 16 and 4125 kHz single sideband (SSB); call sign is KBL-75. VHF-FM channel 79A is used as a working frequency; 2450

kHz SSB is also available. Telephone service is available at the village of Akhiok. The cannery maintains a store seasonally. A nurse or first aid technician is available during the canning season, but there are no hospital accommodations. Injuries or illnesses requiring hospitalization are flown to Kodiak. Air service is available to and from Kodiak on Tuesdays and Fridays during the off-season, and six days a week during the open season.

(517) Anchorage in 9 to 15 fathoms, mud bottom, may be had between the cannery and the E entrance point to Rodman Reach. With E gales the wind blows directly in Lazy Bay and there is little room in case of dragging or parting a cable. Northwesterly blows with great force into Lazy Bay from over the ridge back of the head of the bay. Small craft can find excellent shelter and smooth water in the entrance to Rodman Reach during E weather.

(518) **Rodman Reach** is a narrow arm that extends SW from Lazy Bay and inside of **Tanner Head** to Cape Alitak where it forms a shallow basin from which **Alitak Lagoon**, also shallow, extends 3 miles N, being separated from the sea by a narrow shingle spit. About 100 yards off the E entrance point are two rocks awash. Excellent shelter for small craft will be found in the entrance to Rodman Reach.

(527) Small vessels, with local knowledge, when bound from Lazy Bay to Moser Bay pass between Akhiok Reef and Akhiok Island. Strangers are advised to keep to the E of the buoy marking the 4¼-fathom spot.

(528) **Middle Reef** covers an area about 2 miles long in the central part of Alitak Bay. The NW end of the reef area is marked by a group of black rocks that uncover about 7 feet and will usually be seen or breaking. A kelp-marked rock, which uncovers 2 feet, and a ledge, which uncovers 5½ feet, are along the E side of the reef area. The kelp-marked shoal at the S extremity is covered 2¾ fathoms. There is little if any warning of shoaling of the general depths of the bay adjacent to the reef area.

(539) **Olga Narrows** connects Moser Bay with Olga Bay. It is possible to carry about 21 feet through the passage only by carefully following the narrow and crooked channel. It should not be attempted except with local knowledge.

(540) The **current** in the narrowest part of Olga Narrows attains an estimated velocity of 8 knots. During large tides there is no stage at which there is slack water the entire length of the narrows. During small tides there is said to be a period of slack water lasting from ½ to 1½ hours.

(556) **Routes, Alitak Bay**.—Coming from the W, steer **075°** for 88 miles from Foggy Cape bearing 327°, 10 miles. This will lead to a position in the middle of the entrance to Alitak Bay 3.6 miles 145° from Cape Alitak. The southernmost peak, 2,215 feet, on Kodiak Island should be about 3° on the port bow while passing Cape Alitak on the course given. (557) If following the SW coast of Kodiak Island in approaching Alitak Bay, follow the routes given later in this chapter—Cape Karluk to Cape Alitak bearing 010°, 1.5 miles. Then steer **121°** for 2.7 miles to clear the shoal making SE from Cape Alitak. This will lead to the midentrance position 3.6 miles 145° from Cape Alitak.

(558) **To enter Lazy Bay**: (1) From Alitak Bay midentrance position given above, steer **015°** for about 5.5 miles until the S shore of Lazy Bay is abeam. Then change to **309°** until Egg Island is abeam on the starboard hand, 350 yards, then change to **284°** and enter the bay.

(559) (2) If coming from Sitkinak Strait, follow routes given earlier in this chapter, to a position 2.2 miles W from Cape Trinity. Then steer **003°** for about 8 miles until the S shore of Lazy Bay bears 287°. Then change to **309°** until Egg Island is abeam on the starboard hand, 350 yards. Then change to **284°** and enter the bay.

(560) **To enter Moser Bay**: (1) From Alitak Bay midentrance position given above, steer **034°** for 9.2 miles until Akhiok village bears **297°**, 3 miles. Then change to **348°**, heading 150 yards off Bun Point. When nearly up to Bun Point change to **005°**, passing 150 yards off the highwater line at the point. When the buoy bears 237°, haul W to a **290°** course, passing about 275 yards N of the buoy.

Table of Selected Chart Notes

Corrected through NM Jan. 24/04
Corrected through LNM Jan. 06/04

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection

Scale 1:20,000 at Lat 56° 55'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS AT MEAN LOWER LOW WATER

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK KZZ-90 162.425 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.880" southward and 8.290" westward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-6 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Ai alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean High	Higher Water	Mean High	Water
		Mean Low	Water	Mean Low	Water
Lazy Bay	(56°54'N/154°15'W)	feet		feet	
Moser Bay (Trap Point)	(57°00'N/154°09'W)	11.7	10.9	1.6	-4.5
		11.6	10.8	1.6	-4.5

(Dec 2003)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

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UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

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UNITED STATES

ALASKA - SOUTH COAST

KODIAK ISLAND

PART OF ALITAK BAY
CAPE ALITAK TO MOSER BAY

Mercator Projection

Scale 1:20,000 at Lat 56° 55'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.880" southward and 8.290" westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Joins page 8

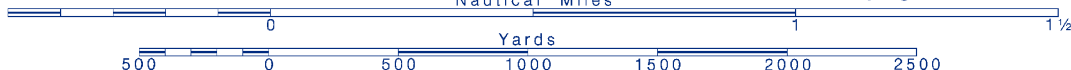
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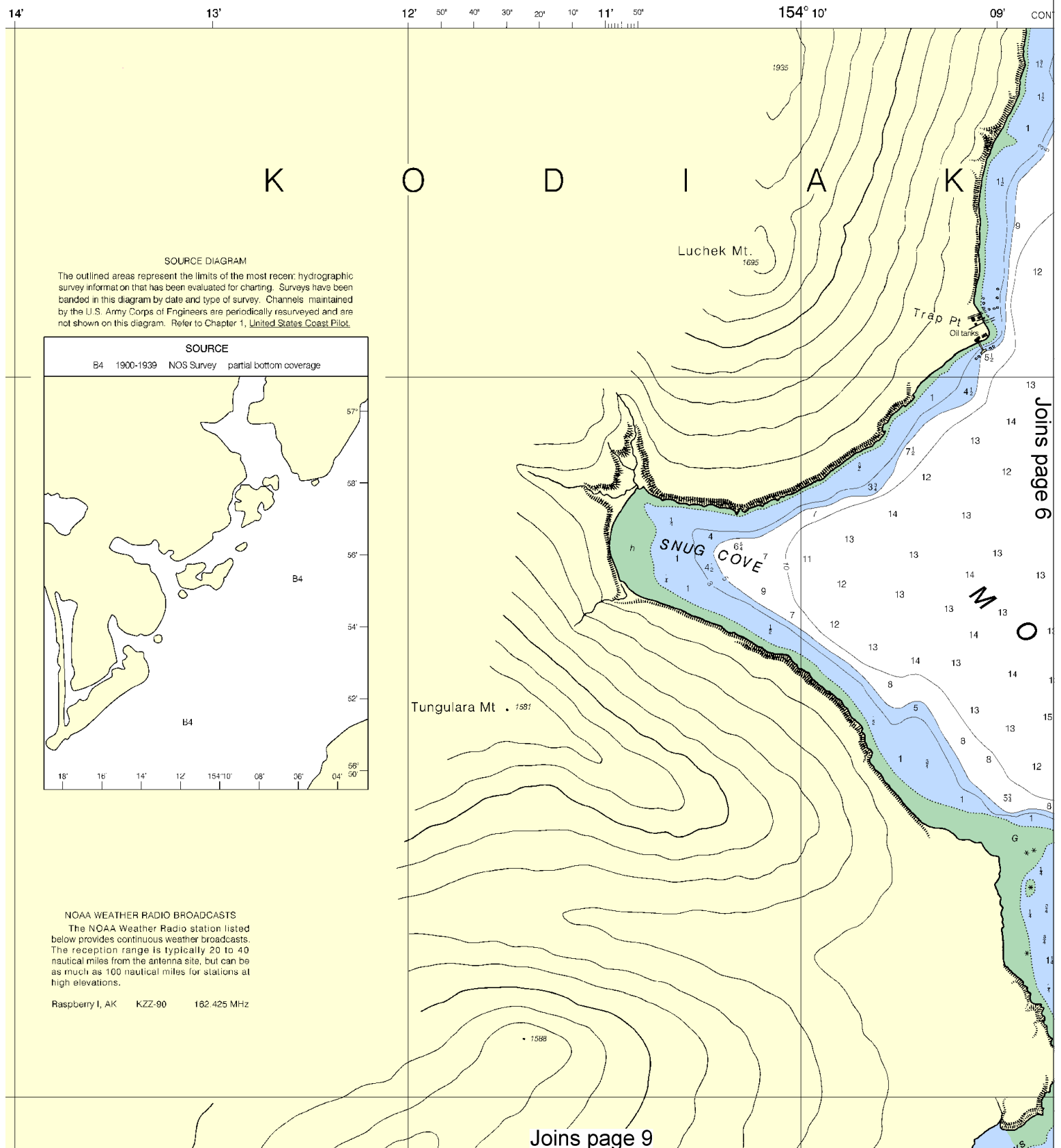


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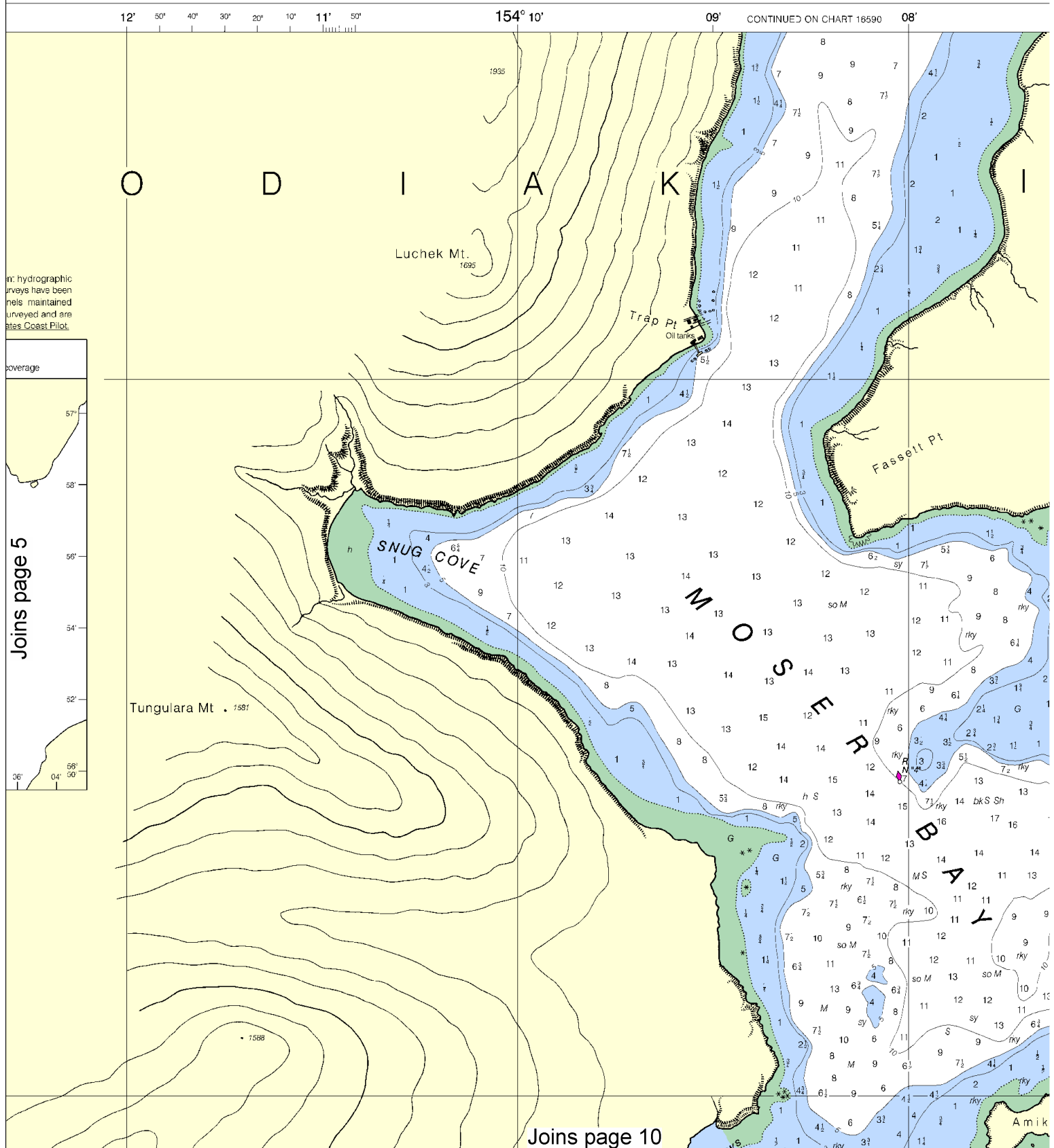
SCALE 1:20,000
Nautical Miles

See Note on page 5.

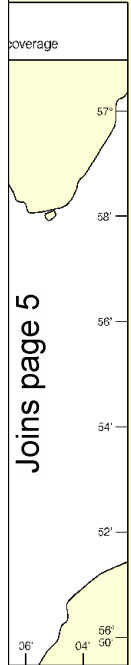




This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



hydrographic surveys have been maintained and are available Coast Pilot.



Joins page 5

Joins page 10

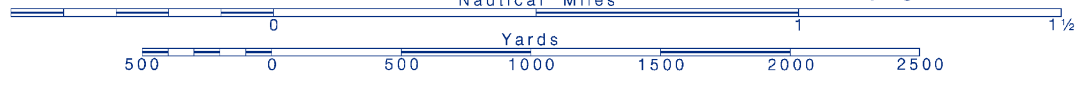
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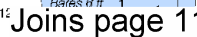
Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.



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Notice to Mariners
The regulations governing this chart are published in the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

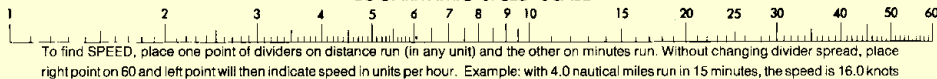
COLREGS, 80 1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

Response Center No. 1-800-441-4622 (24 hours), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

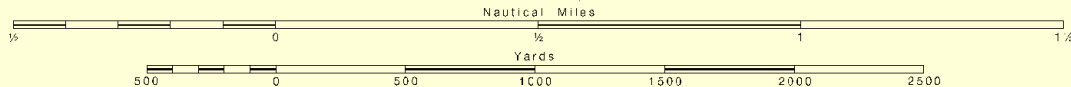
RADAR REFLECTORS

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LOGARITHMIC SPEED SCALE



SCALE 1:20,000



TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)				
		Mean High Water	Mean High Water	Mean Low Water	Mean Low Water	Extreme Low Water
Lazy Bay	(56°54'N/154°15'W)	feet	feet	feet	feet	feet
Moser Bay (Trap Point)	(57°00'N/154°09'W)	1.7	10.9	1.6	10.8	-4.5
		1.6	10.8	1.6	10.8	-4.5

(Dec 2003)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HQ lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bld boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Cbstrn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

CAUTION

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AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

WARNING

Joins page 12

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



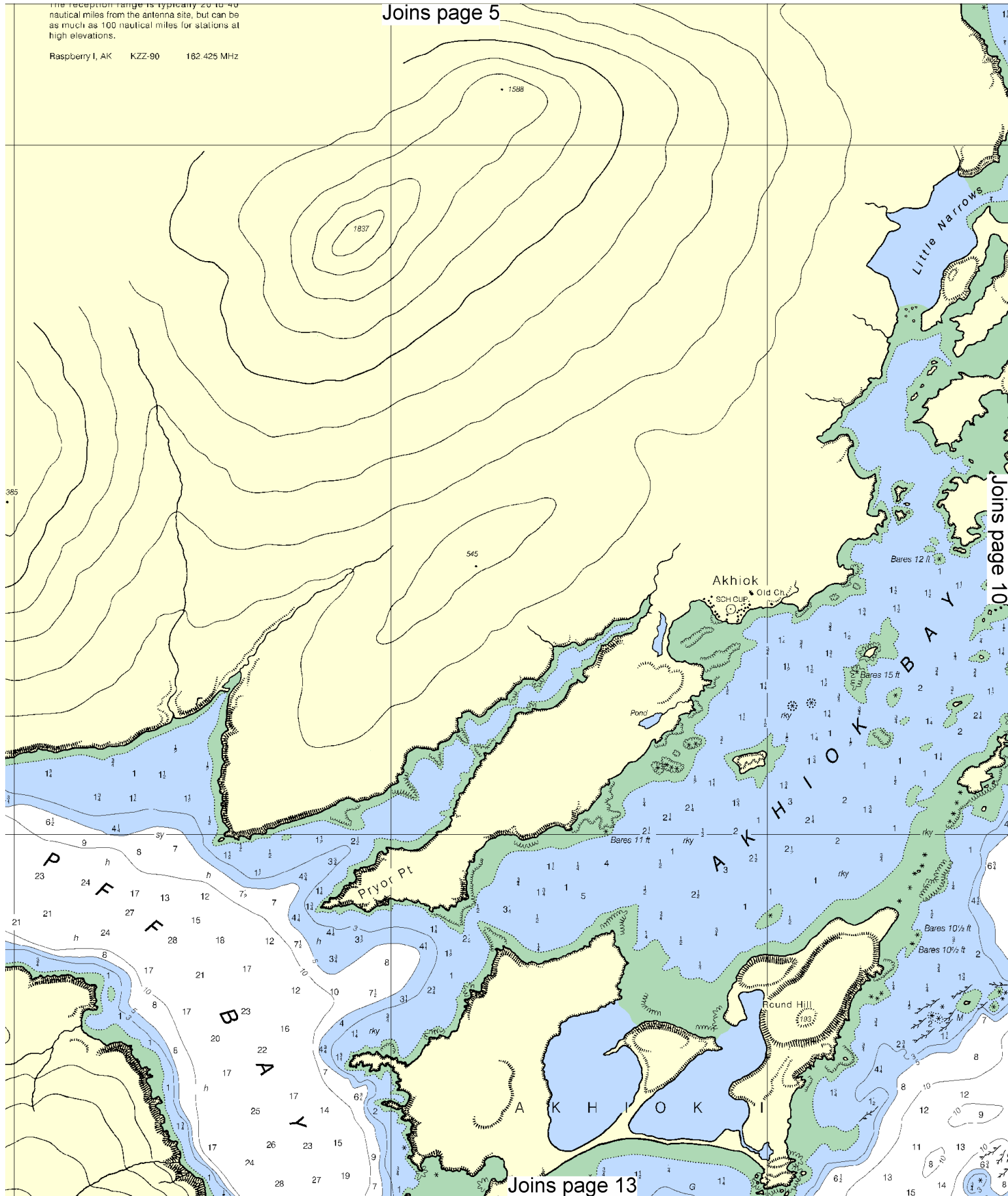
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The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

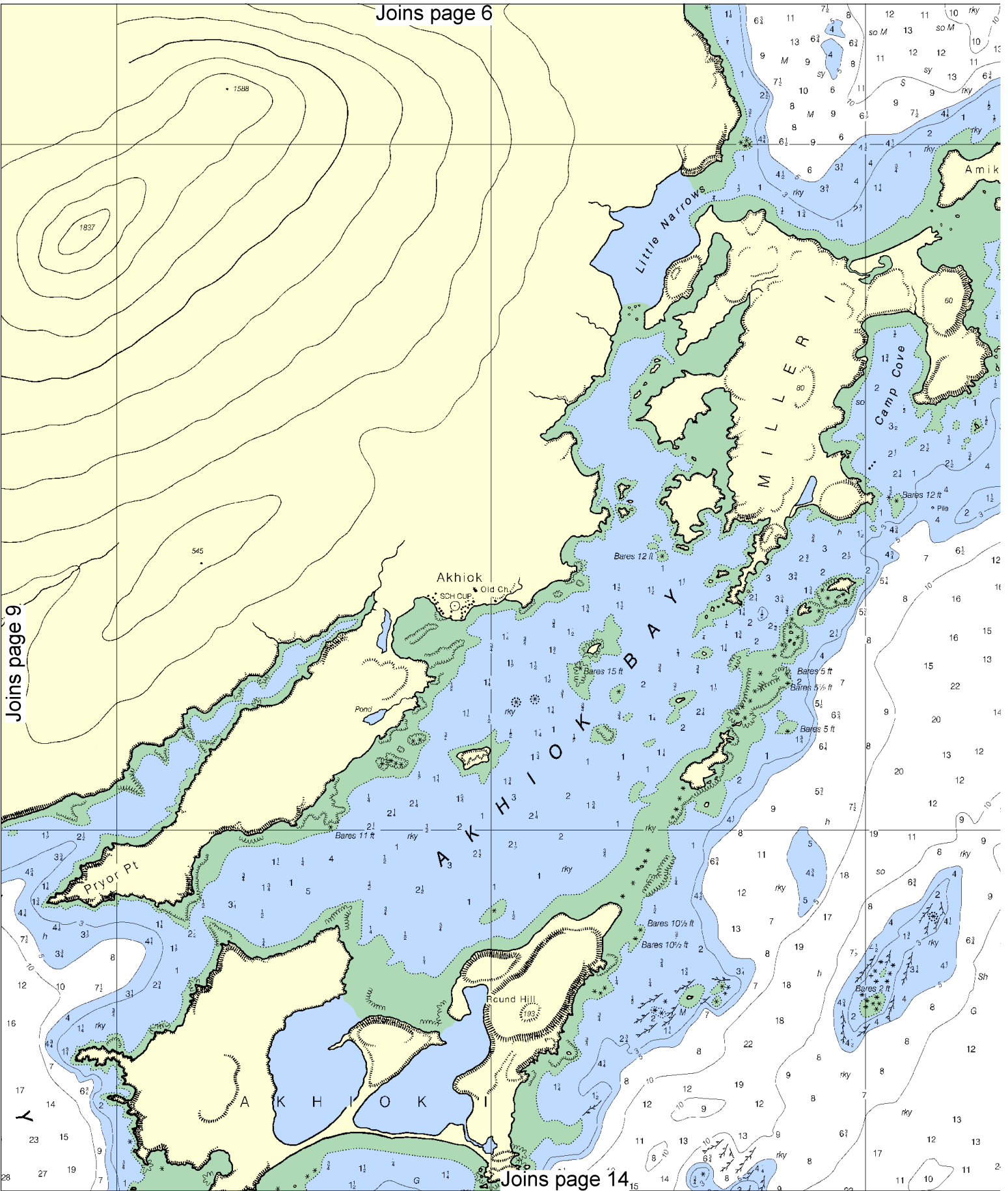
Raspberry I, AK KZZ-90 162.425 MHz

Joins page 5



Joins page 6

Joins page 9



Joins page 14

10

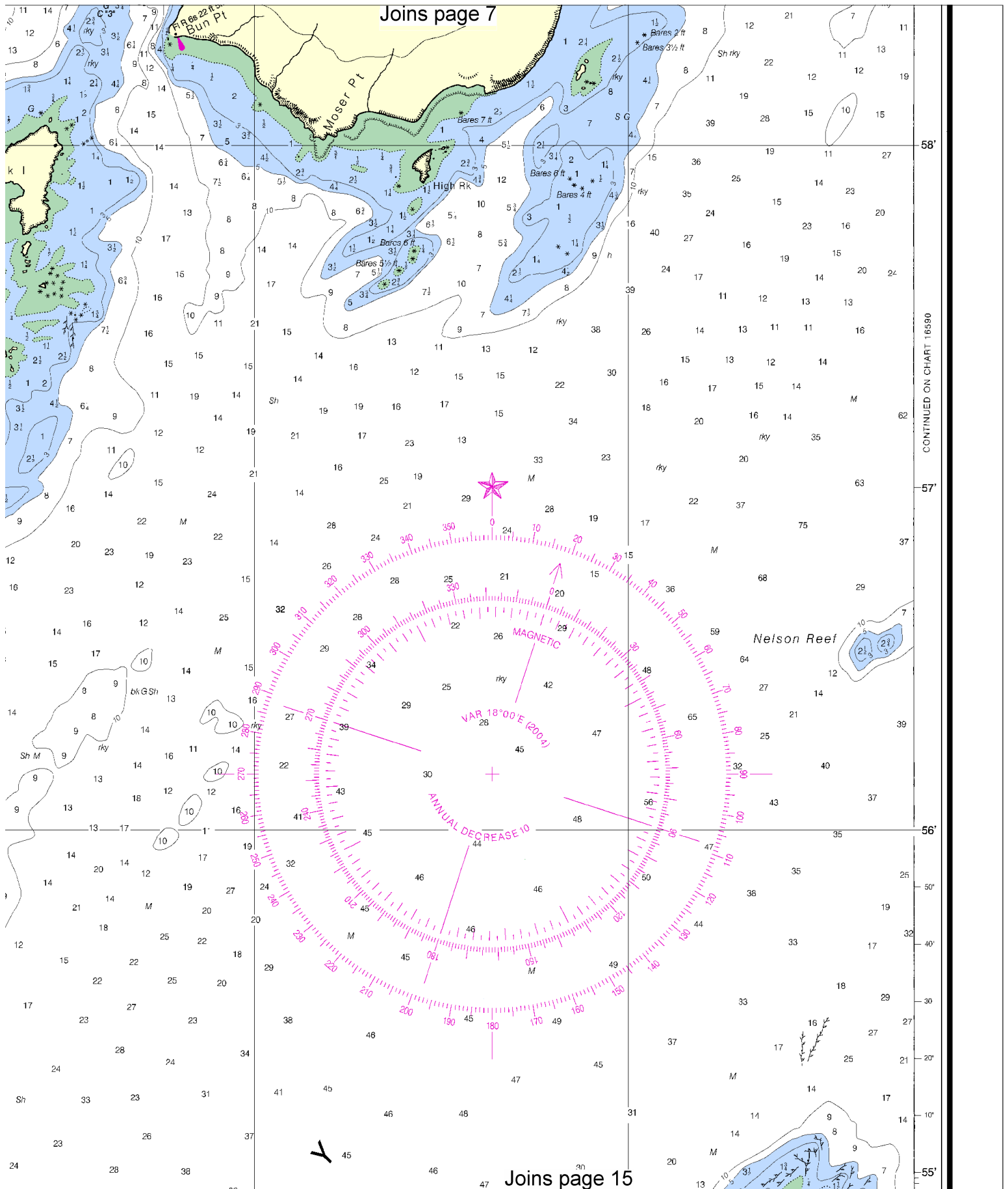


Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



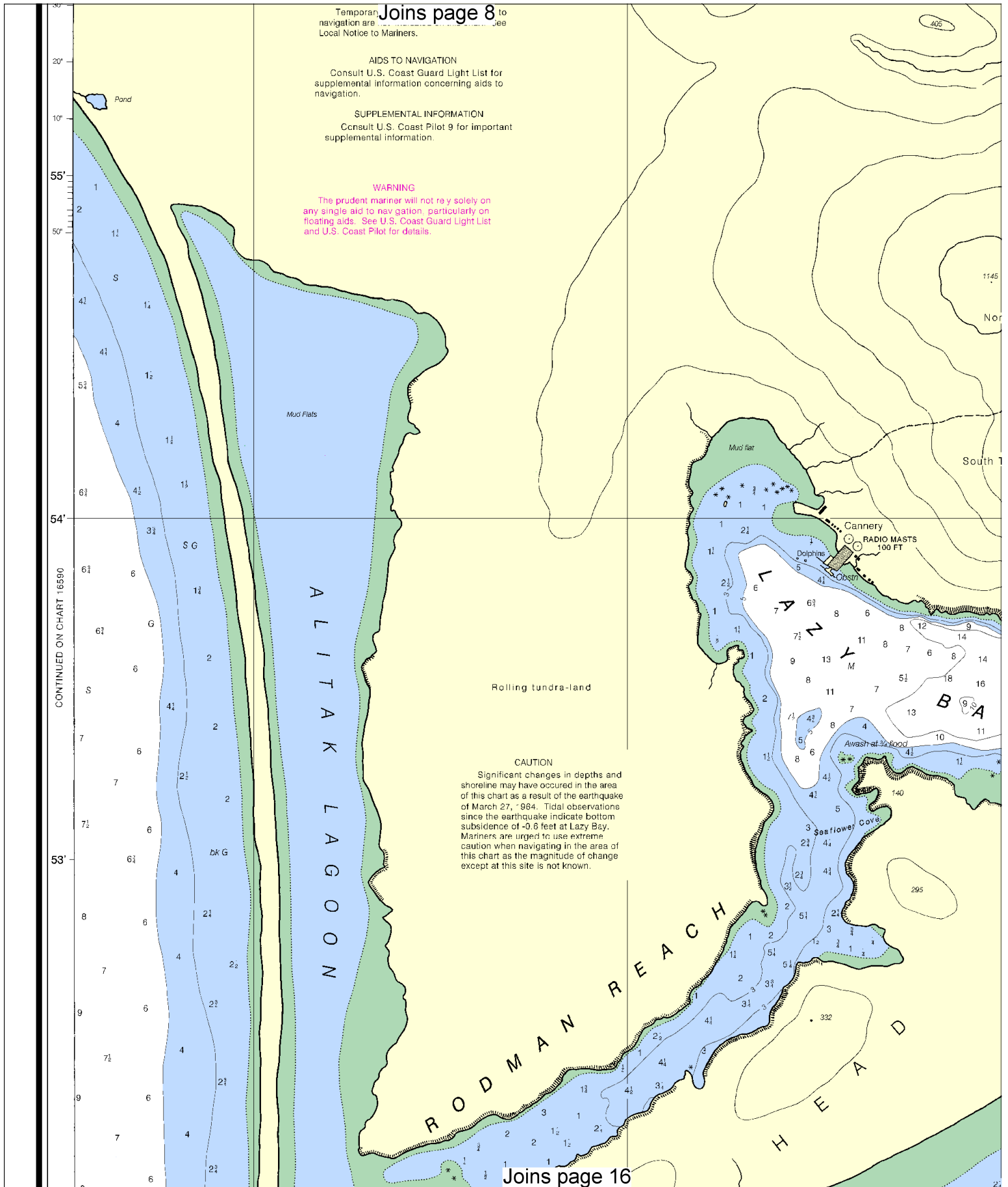


Temporary Joins page 8 to navigation are shown. See Local Notice to Mariners.

AIDS TO NAVIGATION
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SUPPLEMENTAL INFORMATION
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WARNING
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12

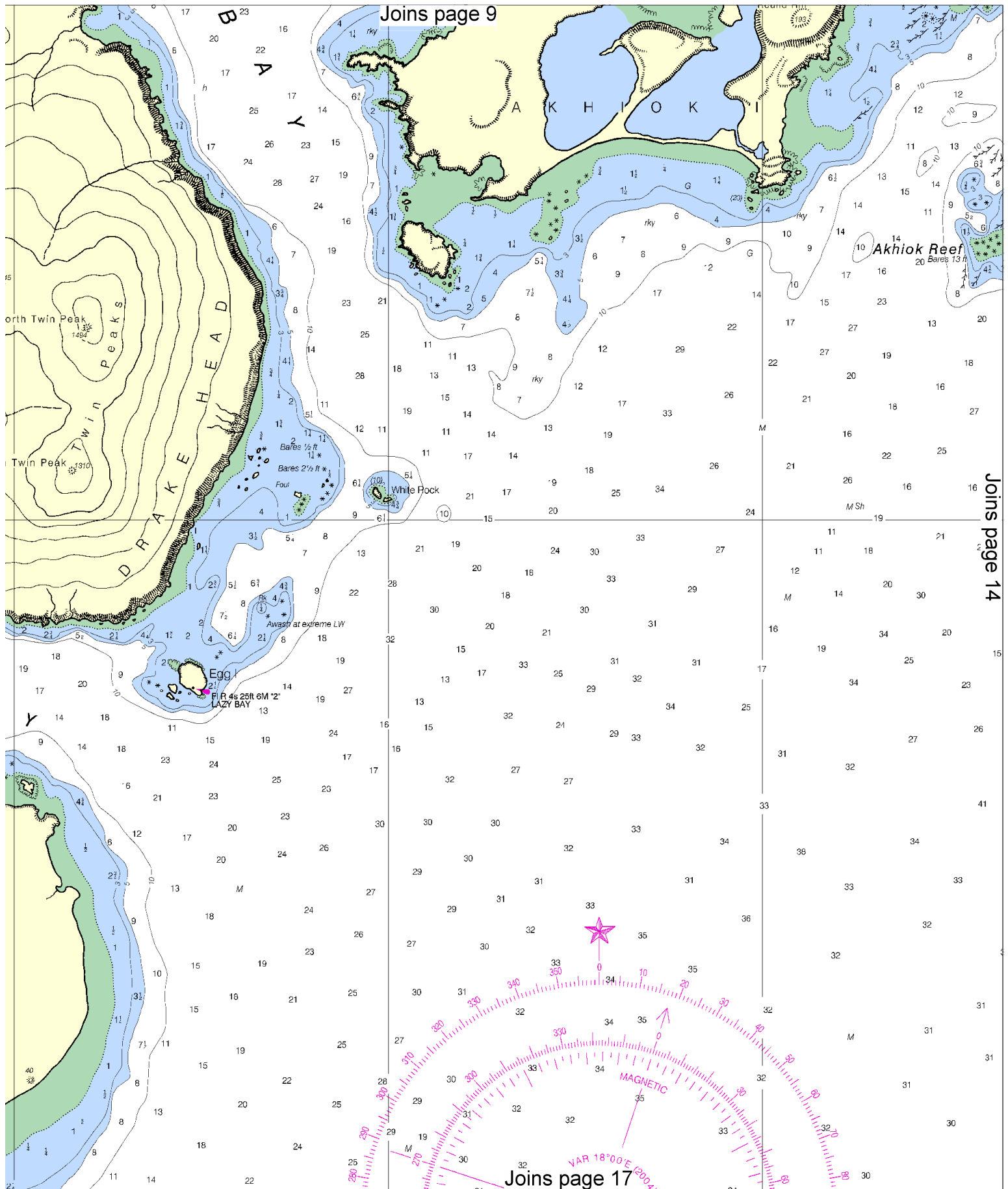


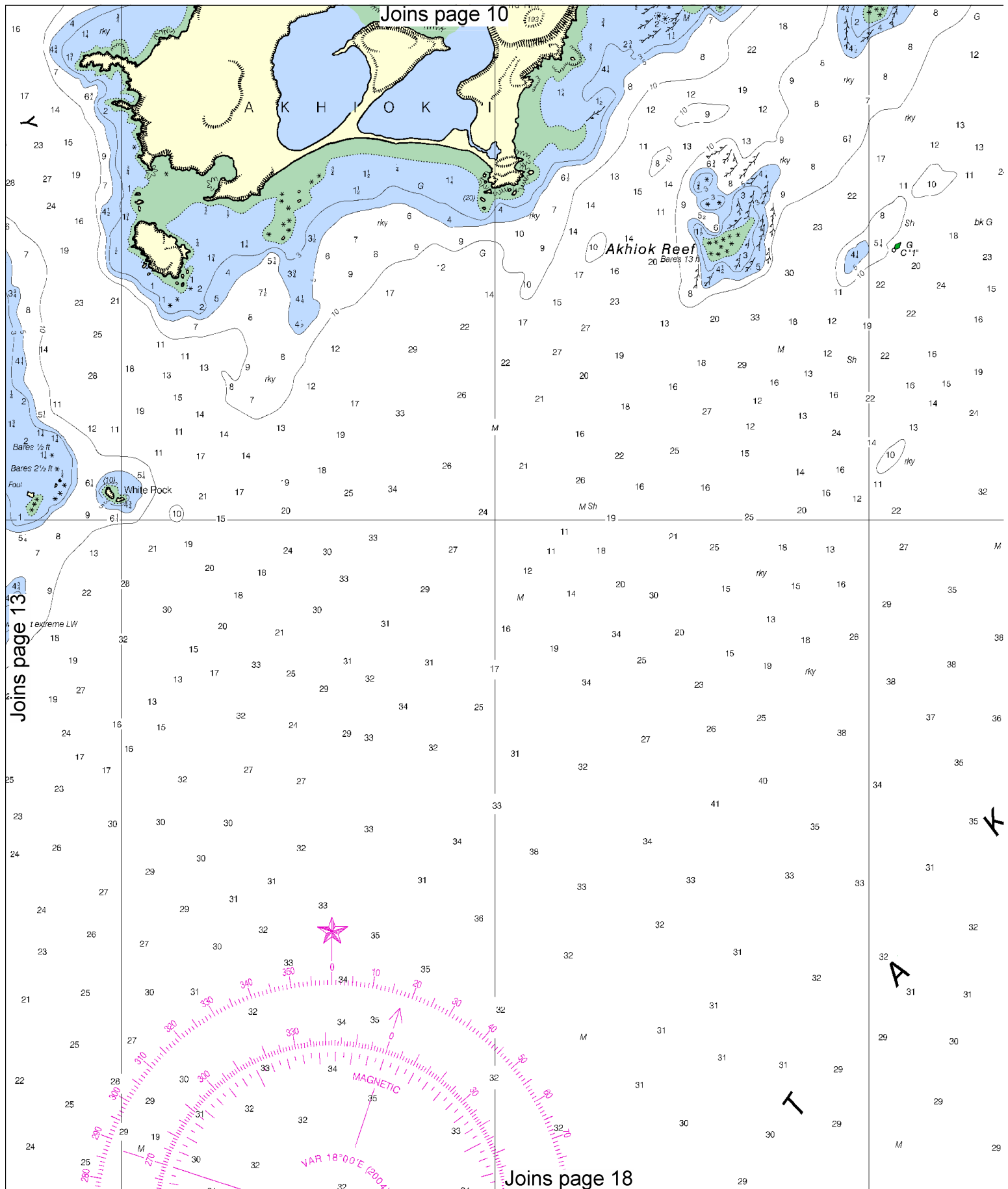
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SCALE 1:20,000
Nautical Miles

See Note on page 5.







14

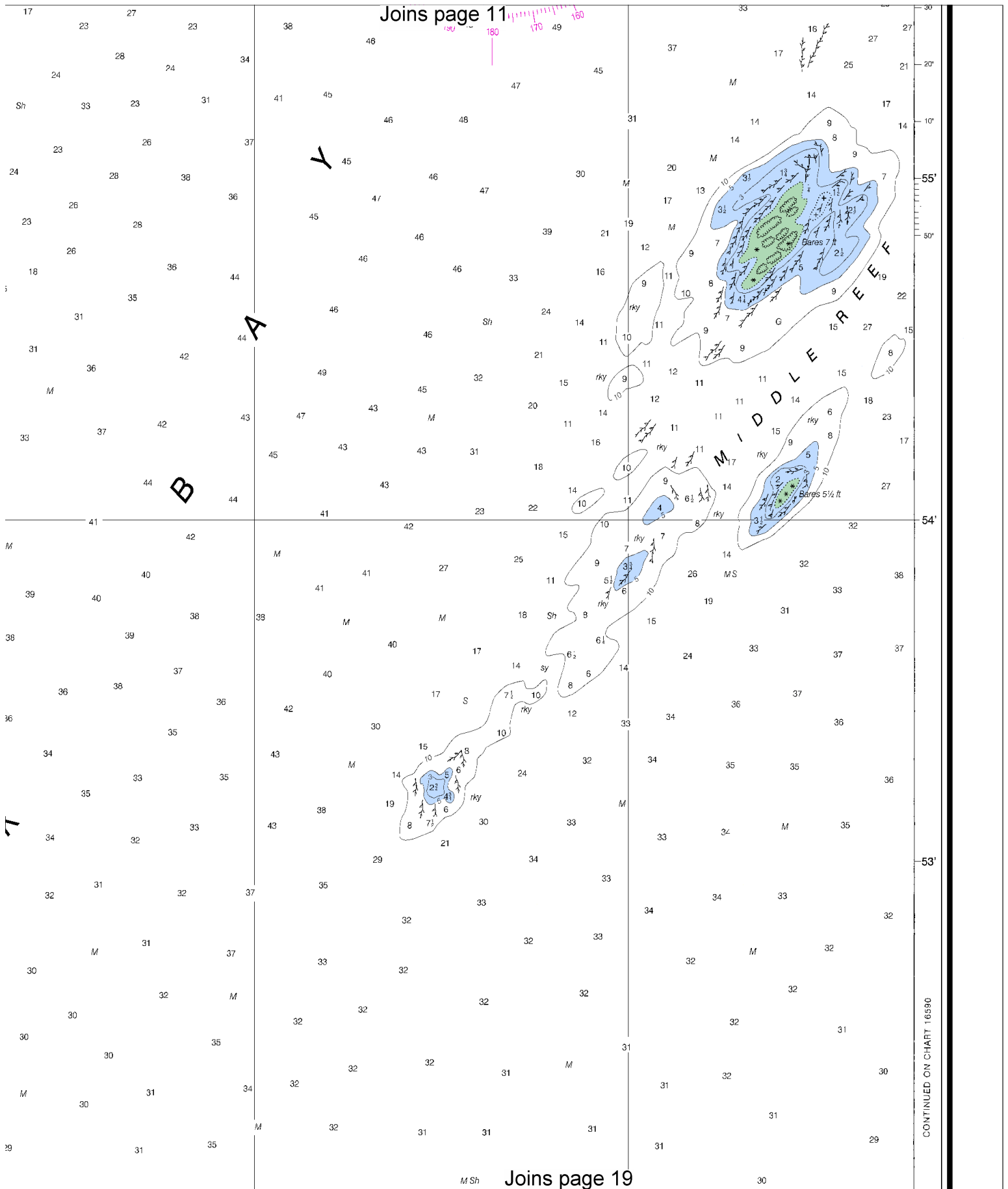


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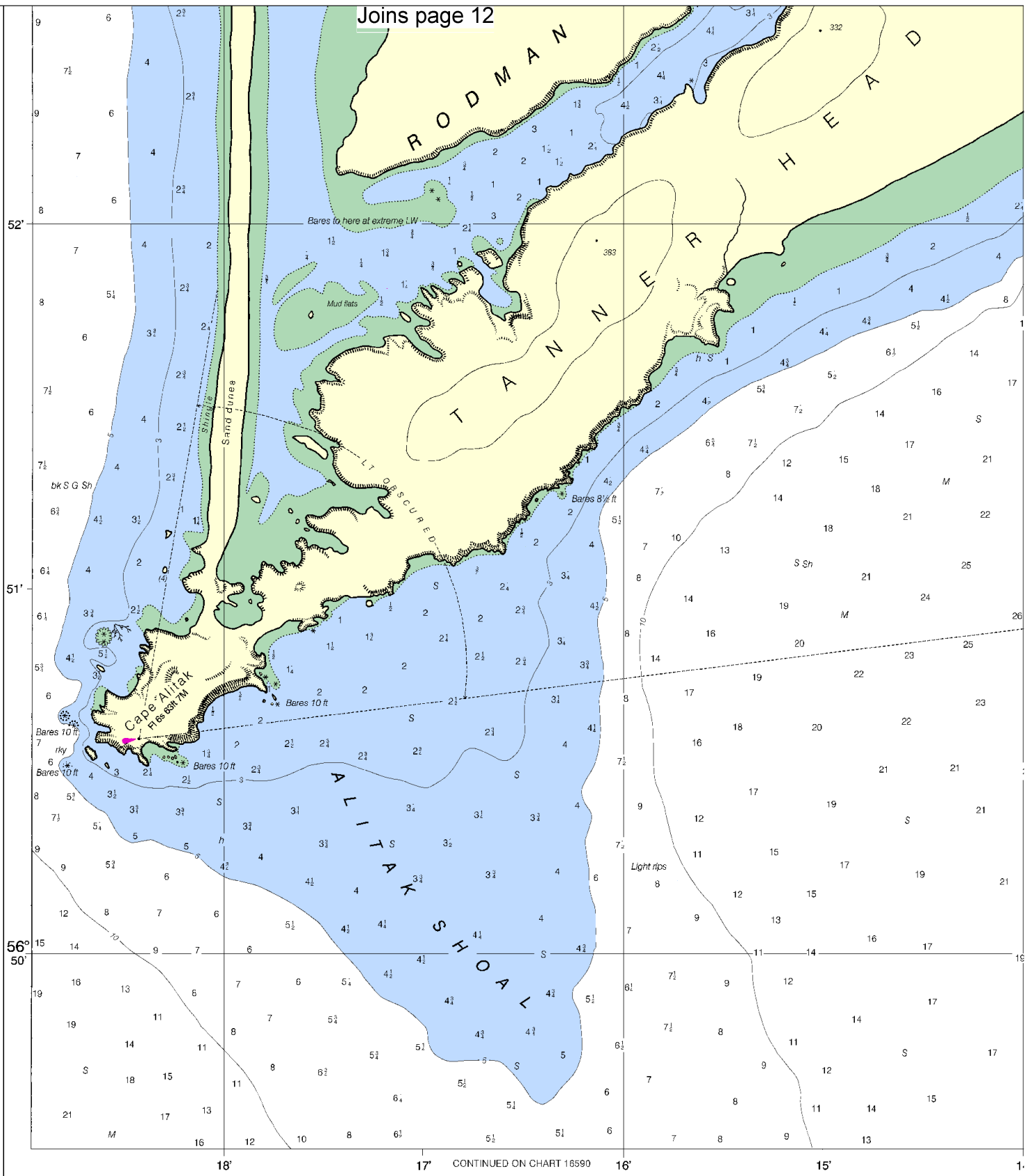
SCALE 1:20,000
Nautical Miles

See Note on page 5.





Joins page 12



9th Ed., Jan. / 04 ■ Corrected through NM Jan. 24/04
Corrected through LNM Jan. 06/04

16591

CAUTION

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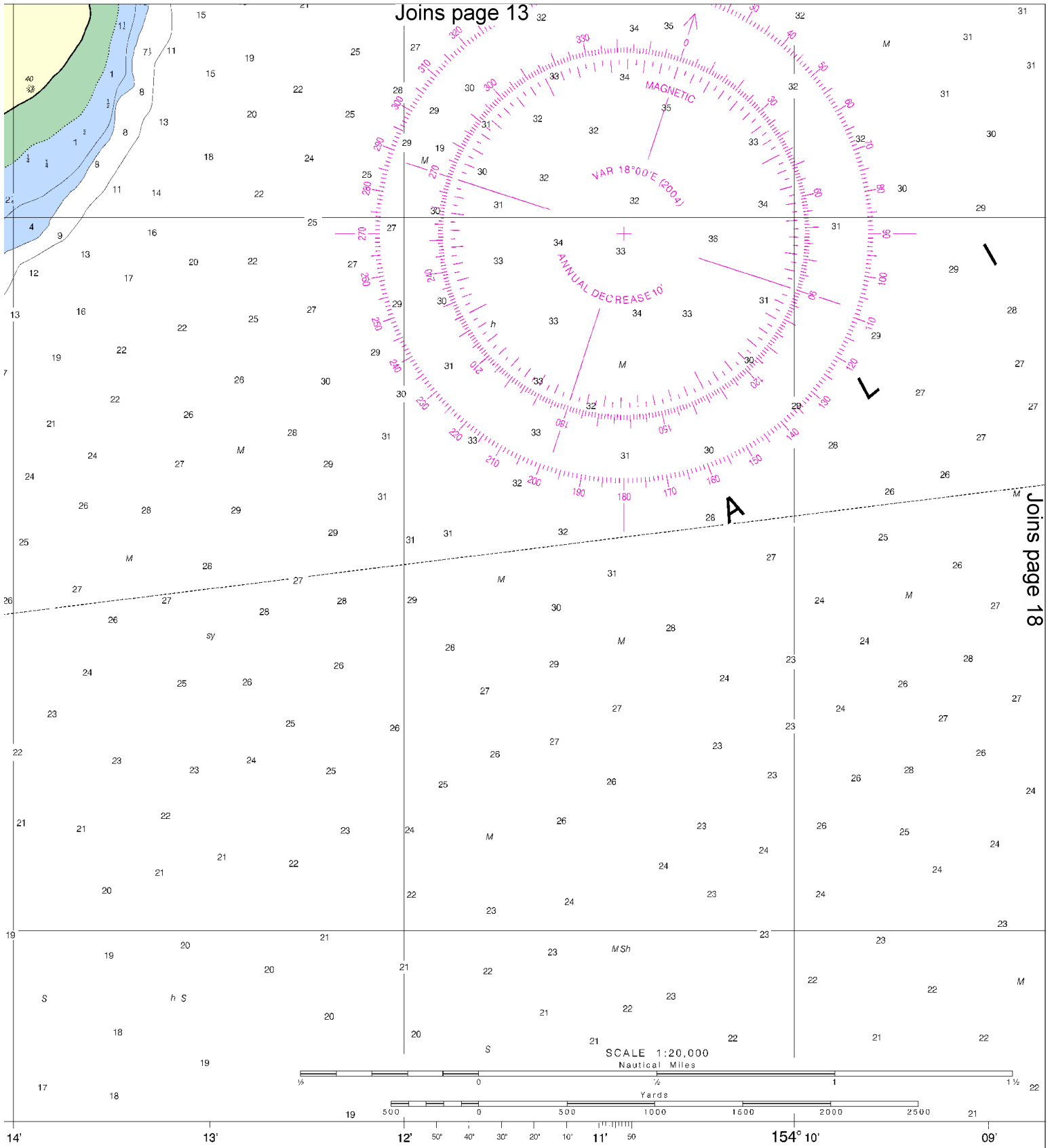


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SCALE 1:20,000
Nautical Miles

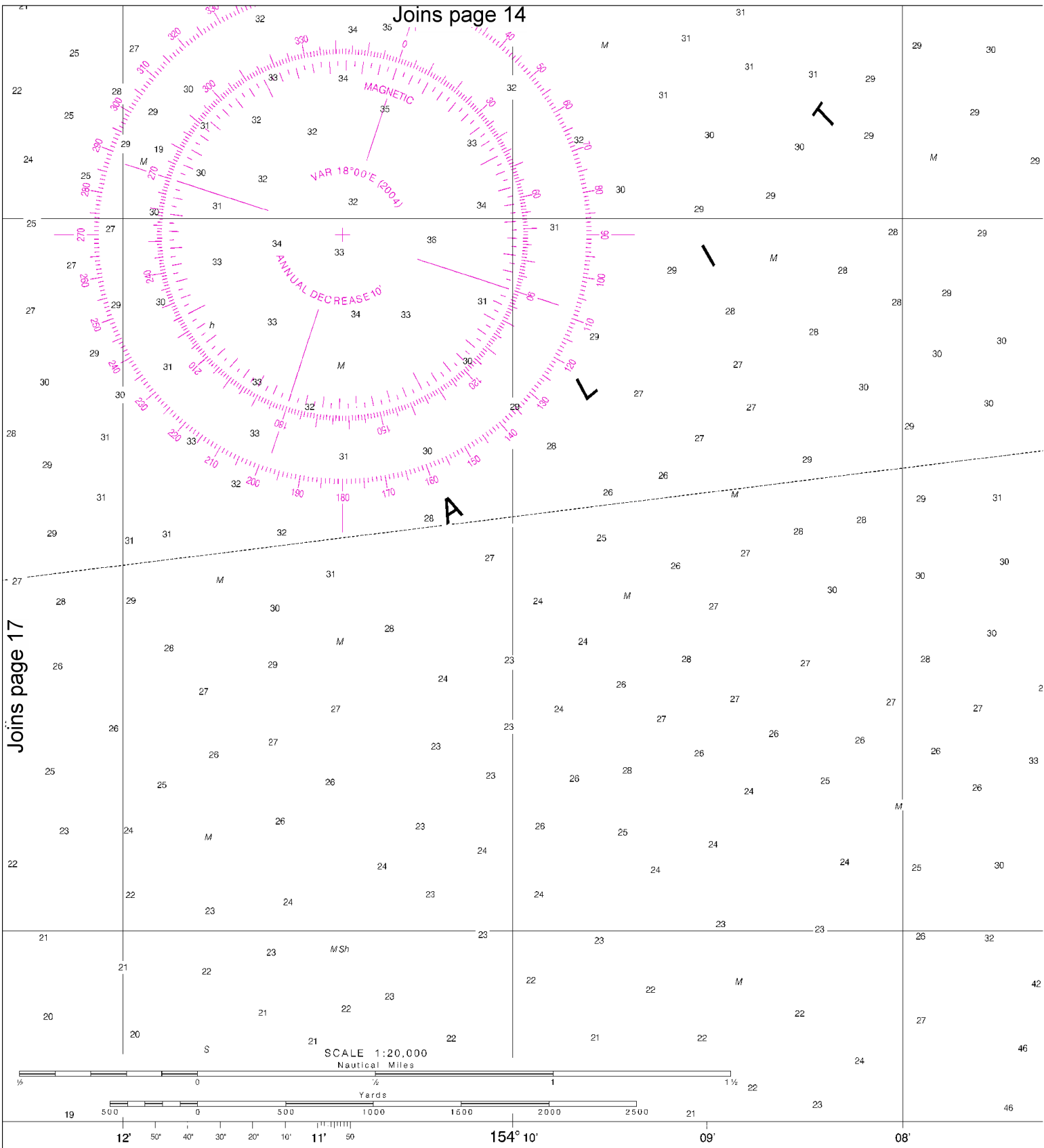
See Note on page 5.





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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOU



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATHOM

18



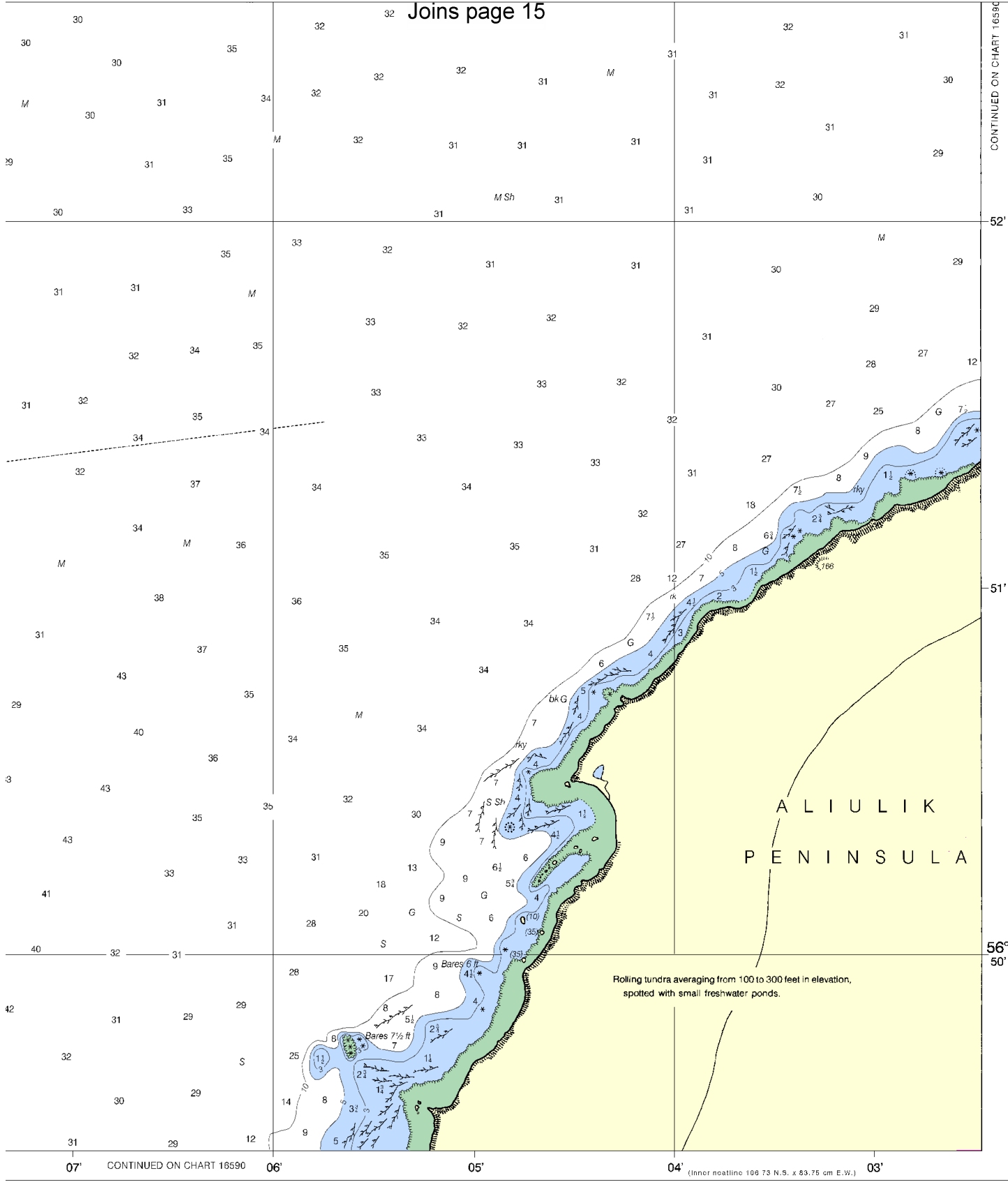
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



CONTINUED ON CHART 16590



END 9
NSN 7642014011369

MS

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Cape Alitak to Moser Bay
SOUNDINGS IN FATHOMS - SCALE 1:20,000

16591

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.